

# INFORMATION CIRCULAR



CANADA

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## DEPARTMENT OF TRANSPORT

### AIR SERVICES

### CIVIL AVIATION BRANCH

#### THE AIR REGULATIONS

1. The Air Regulations made by Order In Council P. C. 1960-1775 dated 29 December, 1960 are now in effect, the Air Regulations made by Order in Council P. C. 1954-1821, as amended, having been revoked.

2. The Air Regulations 1960, a copy of which will be distributed to all operators, are basically the same as the Air Regulations 1954, as amended, but with some forty-three new or amended sections which are listed as follows:

Section 101, (3), (7), (13), (25), (28), (35), (42), (44), (63), (66), (68)

Section 204, 211, 215, 217, 218, 219, 403, 505, 506, 508, 510, 512, 515, 529, 530, 532, 534, 537, 545, 546, 549, 559, 561, 800, 802, 810, 816, 819, 820, 821, 829 and 830.

3. Since many of the changes incorporated in the Air Regulations 1960 are of minor significance it is proposed to comment only on those changes which are considered to be of the most importance to the operator. These changes are as follows:

Section 101 (3) "aerodrome traffic zone" - it is intended to establish an aerodrome traffic zone at a number of uncontrolled airports which are used by both IFR and VFR traffic. The VFR weather minima within these zones will be the same as those which apply within the Control Zone.

Section 101 (13) "air traffic control instruction" - in the past the Air Regulations did not differentiate between an air traffic control clearance and an air traffic control instruction but merely required that all pilots comply with all such clearances and instructions. Section 505 now states that the pilot shall comply with all air traffic control instructions directed to and received by him and with all air traffic control clearances received and accepted by him.

Section 508 - the prohibition against flying over penitentiaries has been relaxed and aircraft may now be flown over these institutions at an altitude not below 5000 feet.

Section 510 - the prohibition against parachute descents has been expanded to include air routes and parachute descents are now prohibited within controlled airspace and air routes except with the written authorization of the Minister.

Section 512 - the prohibition against acrobatic flight has been expanded to include all controlled airspace and acrobatic flight is now prohibited within controlled airspace and air routes except with the written authorization of the Minister.

Section 529 - now prohibits flight over the built-up areas of cities, towns, etc., at less than 1000 feet or at less than the minimum altitude which, in the event of an emergency, would permit a safe landing, except when taking off or landing at a licensed aerodrome or military aerodrome.

Section 534 - if communication facilities are adequate to permit communication with an air traffic control unit a flight notification must now be filed with an air traffic control unit. If communication facilities are inadequate, the flight notification must be filed with a responsible person. The Flight Precautions in Sparsely Settled Areas Order (A. N. O. Series V, No. 12), it might be pointed out, requires that a flight notification be filed for any flight to be conducted wholly or partly within a sparsely settled area.



Section 537 - now requires that all VFR flight plans shall be 'closed' within 30 minutes after landing and also requires that all Flight Notifications which have been filed with an air traffic control unit shall be 'closed' within 24 hours of the time the pilot-in-command shall have indicated on the flight notification. It is however recognized that it is not always possible to 'close' a VFR flight plan within 30 minutes after landing owing to lack of adequate communication facilities and in these circumstances a Flight Notification should be filed in lieu of a VFR flight plan. It should be explained that if Air Traffic Control is to render full assistance, particularly in the event of an emergency, all VFR flight plans and Flight Notifications filed with Air Traffic Control must be 'closed' within a known period of time and it is for this reason that the mandatory filing of arrival reports has been introduced.

Section 549 (previously Section 547) - in the past aircraft in IFR flight confined to the vicinity of an aerodrome have not been required to carry the normal fuel and oil reserves required for IFR flight. Section 549 now requires that, except as authorized by the Minister, in all IFR flight sufficient fuel and oil shall be carried to fly to the airport of intended landing, thence to an alternate and thereafter for forty-five minutes at normal cruising speed. This added restriction is considered to be necessary since aircraft engaged in local IFR flight have encountered difficulties owing to lowering weather conditions and lack of fuel.

Section 800 - the pilot-in-command of an aircraft which is carrying explosives or other dangerous articles or substances is now required to advise the appropriate air traffic control unit to this effect. This information is necessary in the event that special arrangements must be made for the dispersal of the aircraft or in the event of an emergency.

Section 802 - now prohibits aircraft from taking off or landing at an unlighted aerodrome at night.

Section 819 - now includes a prohibition against taking aerial photographs of any penitentiary.

Section 820 - previously prohibited aerial photographic surveys except in accordance with certain specified conditions. This prohibition is no longer necessary and Section 820 now refers to a different subject, namely, that all flight crew members of an aircraft shall, during the flight time of the aircraft, be responsible to and obey the commands of the pilot-in-command or such person as the pilot-in-command may authorize to act on his behalf.

4. While these comments have been confined to the more significant changes which have been made, it is recommended that, on receipt of the Air Regulations 1960, each of the sections which have been amended be studied.



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